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Dynon Technical Service Bulletin Kavlico Fluid Pressure Sensors

Since 2012, Dynon has used Kavlico fluid pressure sensors to provide analog (voltage level) input to their various electronic flight displays. For unexplained reasons, there have been a number of in-service failures reported, these failures generally involve leakage from the sensor itself.

Dynon have recently issued a Technical Service Bulletin (TSB) explaining that, at the suggestion of Kavlico, they are changing the sensors they supply to a more robust Kavlico type (tested to > 13 times maximum system pressure).

Dynon suggest that owners or operators of aircraft fitted with the originally supplied fluid pressure sensors should consider 'taking advantage of this product improvement' though, because reports of failures resulting in loss of fluid have been rare, there is no suggestion of this becoming a mandatory upgrade at this time.

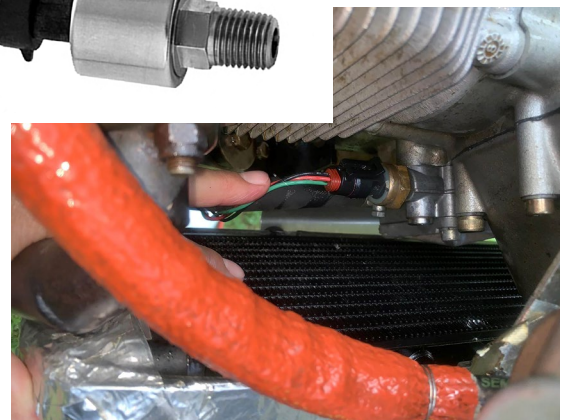
Certainly, the issuance of this Technical Service Bulletin should remind owners and operators of the importance of monitoring engine compartments for any sign of fluid leakage.

Should a leak be discovered in a Kavlico fluid pressure sensor, even a small one, the sensor should be replaced with an up-rated part before further flight.

Dynon's Technical Service Bulletin can be downloaded [HERE](#).



Even though the oil pressure sensor requires only a minuscule amount of pressurised oil to do its job, if the sensor springs a leak, oil can be lost from the engine really quickly. The above picture shows the result after a Kavlico pressure sensor, required in this case, to feed information to the Dynon EFIS, failed in service.



Regular and detailed of all the various components inside the engine compartment must be inspected regularly. This picture shows the Kavlico sensor whose failure led to the catastrophic oil loss shown above. The inset picture shows an up-rated sensor which are now available from Dynon.